

they had entirely over-estimated the value of

fully aware and necessarily aware, aware
probably even before the general managers

[illegible]

the refusal to fulfil it. They contended that at the time this contract was entered into these gentlemen or some of them—it had turned out afterwards that persons not named in their evidence that persons concerned—were members of a conspiracy for the purpose of securing the shares of the Ropo Manufacturing Company and that the purchase of these shares by them was one of the steps taken by them in the course of the conspiracy. The first issue upon which the jury had to decide. The second question of fact was—if they did not find the evidence strong enough to justify them in finding that there was a common purpose and such joint action on the part of those who were concerned in the purchase of the shares, was there any time before the 31st March, before the date at which it would have been their duty to deliver the shares, any other things to have delivered those shares in pursuance of his contract, was there then any combination to which Mr. Potts was a party to raise the price of the shares in the market and get possession of the shares in the market and of these shares, with the result, whether intended or not, whether actually thought of or not by Mr. Potts and his friends, with the natural and ordinary consequence of raising the price of the shares by getting those shares overboard and the price of the consideration themselves and at a price to be dictated by them? The state of the evidence on this question would direct them to answer in the affirmative. The third question of fact for their consideration, perhaps, was this—With regard to the question what was the market value of Ropo shares on the 30th March, would it be fair to think any one of the jury would say that in a bargain, or in a bet that it would be fair to the other party to the bargain, it was fairly liable to be interfered with by the intervention of a third party on his part of it, it was not fairly interfered with the performance of it or did anything to prevent the other man from doing it? He thought his Lordship would tell them that it was no bona fide bargain, but a bargain in respect of any price they could fix a party deliberately, and out of the ordinary course of his business, interfered with the performance of it, if it was planned as he contended that the nation had planned.

Then, Potts, Grimble and Dyer who thus sought up and held the chains of those who were concerned in this, which he did not think any of the jury would say that they ought to be interested in shares in respect of a bargain, would consider four or one that was not to be allowed. It might be that Mr. Dyer, who was a very popular or a very sympathetically poor man. It might be that some of the sympathies individually did not run with his. It might be that some of them were opposed on the ground of gambling, which undoubtedly, he did go in for, and of the gambling and speering in Hongkong, but even so, would every one of them to be deeply interested in the shares and share speculation, which he did not approve personally, even supposing it was his ordinary or everyday dealing, even for their own protection and for the honour and credit of the country, and the interests of fair dealing, and straight forward dealing, and to them that they ought to make use of the opportunity to draw the line somewhere; and if they could not find that this combination had existed and that it was a combination, and if directed by a member of

[illegible]

THE SINGAPORE FREE PRESS, SATURDAY, JANUARY 12, 1907.

The eighth ordinary general meeting of the above company, was held in the Cantonment Hotel on the 5th May, for the purpose of settling the report of the directors and passing the accounts. Mr. James Macandrew was in the chair. Present: Mr. J. H. D. Brown, Mr. Wm. Kewell, Mr. James McGregor, Mr. J. Ross, Mr. W. S. Steel, and the secretary, Mr. C. Chyeay. Amongst the shareholders present were Messrs. J. S. Joo, J. S. Tan, Dr. Monroe, Mr. R. F. Kitching, Mr. J. H. Roberts, Captain Waller, Mr. J. S. Hutton and Mr. A. Coran.

The Secretary read the notice convening the meeting.

The CHAIRMAN, in rising to move the adoption of the report and balance sheet, said:—“ Gentlemen, I am afraid by the comparative smallness of the attendance, you will be disappointed for our meeting is an inconvenient one to some who otherwise would have been here. I shall not, however, have to detain you long as the meeting is so small, as I think the report itself explains the position. I now enquires any explanation. It is very gratifying for the directors to be able to meet the shareholders in this season with the report of a good year, the result of the management of the company, which had which was better than the present, and are able in consequence of this improvement our receipts to recommend to you an increase of the dividend. And this is a very gratifying because during the last year of the year we have sustained a heavy loss of the wreck of the unfortunate steamer *Lea*, which has cost the company a large sum of money, and the loss which has fallen upon our own undertaking, secondly, the *Lea* sum may, most assuredly, ought not to have been lost, and we attribute the disaster which has befallen her entirely to the mismanagement of the vessel, and I hardly say that there is no longer in the employment of the company. It is a matter that the directors feel, very deeply about at the time, not only as inconvenience in the way of the sailing seasons and, as it appeared to them, a very serious matter on the Company. However, the vessel has been lost, and no more can be said about it. With regard to other casualties we have not had any serious accidents, but we have had a number of small vessels that navigate the rivers there are constantly liable to casualties. The condition of the river is such that it is very difficult to navigate. Woeung Bay is a source of constant complaint, and it is very difficult to navigate. There is, and it is in the way of the sailing seasons, and it is in the way of the sailing seasons. Government as it ought to be, while as to the river Police, which is becoming exceedingly overcrowded, both with steamers and with junk boats, and it is in the way of the sailing seasons, and it is in the way of the sailing seasons. The consequence is that both at the bar and in the river the water is shallow, and vessels must wait for a great detention and frequent accidents of a serious kind. However, the real cause of the trouble is the river, and it is in the way of the sailing seasons, and it is in the way of the sailing seasons. It is observed, is that we close the river with a respectable balance still at our disposal. I am sure if we are fortunate enough to have no more serious accidents, we shall be able to regard that undeviating account with satisfaction. With regard to the building policy of the Board of Directors I may say a word or two. It is the policy of the Board to force building beyond the requirements of the company, and it is in the way of the sailing seasons, and it is in the way of the sailing seasons.”

OLGA PODERITA.

Homage **Grady** once wrote a note to the editor in New York whose ending was so illegible as his own. The recipient, not being able to read it, sent it back by same messenger to Mr. Grady for amendment. Grady, in reply, answered to his own end. Mr. Grady's last words were, "I cannot be able to read it, and said to the boy, "Go it back. What does the fool mean?" "I air," said the boy; "that is just what he said."

King Humbert is something of a wit. His fair new white animal of a sudden threw down a bucket of water on his back, and hardly touches meat, and drinks nothing but a little weak claret and water. Coffee and tea forbidden beverages to him, as they excite him. He is a very good manager of his troops he seems to live mostly on manna and oranges. His favourite amusement is liards; but he likes chess and whist, and plays very good liard chess.

Miss Andromeda Rives has again been dropped into poetry. To the *Washington Critic* contributed a poem, called "An Andromeda." It is a very good poem, and appears to have been written under momentary inspiration in the passionless condition where Lærtæus is respected in midwinter:

The mixed lilies he wanton to the breeze,
Which curled and it, addressing
Bene are the shivering lines of shapely trees
What wonder is that the storm is shocked in
Naughty Miss Rives!—St. James's Garden.

"Facsim. Madam," exclaimed the photographer, withdrawing his head from the enveloping his cloth which revealed it, and addressing "sitter," whose features he had been engaged focussing. "A thousand pardons! he wanted but I think you told me that you 'wishest' to be photographed in a bathing dress, and the lady thus addressed, "you are quite right, wish to have the face on quite a small scale." Ah," returned the operator, "that is just what I sought. That is, in that case, Madam, I really wish you to be very careful not to smile."

One of the judicial celebrities of the Old Law was Sergeant Arabin, whose bills in the Minion richness of flavour. In sentences of prisoners, he was a perfect model of justice to your transportation for a period very considerably beyond the term of your natural life, the Court, in its mercy will not go so far as to deprive you of the privilege of being hanged, but became involved very badly—"Friend Arabin, if ever there was a clearer case than this of a man robbing his master, this case is that case, and I shall find a prisoner that he should have chance of being a character that he is irretrievably lost."

A singular fact of nature has presented itself in Rio Paso. On Sunday, Mrs. T. Howard, of that place, witnessed a ballroom occasion, on the succeeding Tuesday, which bears a singular resemblance to the little boy, which bears a singular resemblance to the little boy, which bears a singular resemblance to a perfect representation of the ballroom. "The photograph, as it might be called, is located, is placed above the eyes on the forehead, and every part of the face is covered with a fine, purple lines in the skin of the infant.

COMMERCIAL INTELLIGENCE				
TUESDAY, SEPTEMBER 11, 1906.				
EXPORT CARGOES.				
For steamship <i>Belgiana</i> , sailed on the 10th.				
For Koba—516 bags sugar, and 138				
merchandise.	For Yokohama—30			
For Victoria B.C.—100				
rice, 60 boxes oil, 34 chests opium, 35				
and 453 packages merchandise.				
For Po—1,010 bags rice, 1 box milk, and 481				
merchandise.	For Vancouver, B.I.—			
For San Francisco—39 packages				
merchandise.	For Chicago—			
For Toledo—3 cases curries.				
For Shanghai—39 packages				
merchandise.				
For New Westminster—39				
cases opium, and 39 packages				
merchandise.				
For Seattle—56 boxes tea, and 637				
packages merchandise.				
For steamship <i>Wylasse</i> , sailed on the 5th.				
For London—54,128 lbs. Sorted				
14,935 lbs. Sorted Orange Peel tea,				
and 311 chests goods, 30 rolls				
textile, 80 bales waste silk, 90				
bales palm-leaf, 100 packages				
sundries. From Foochow				
boars tea, 100 chests—244				
packages. From Manila—				
100 cases cigars. For Cebu—				
29 cases cigars.				
OPPIUM.				
New Malwa—	\$560 per picul,			
		3 to 4		
Old Malwa—	\$600 per picul,			
		3 to 4		
Old Malwa—	\$610 to \$620 per			
	picul, of 3 to 4			
Patna (New)—	\$374	per chest		
Banars (New)—	\$527			
EXCHANGE.				
ON LONDON.—				
Telegraphic Transfer				
Bank Bills, on demand				
Bank Bills, at 30 days' sight				
Bank Bills, at 4 months' sight				
Documentary Bills, at 4 months'				
sight.				
ON PARIS.—				
Bank Bills, on demand				
Credit, at 3 months' sight				
ON BEBEL.—				
ON NEW YORK.—				
Bank Bills, on demand				
Credit, at 30 days' sight				
ON BOMBAY.—				
Telegraphic Transfer				
Bank, on demand				
ON CALCUTTA.—				
Telegraphic Transfer				
Bank, on demand				
ON SHANGHAI.—				
Bank, at sight				
Bank, at 3 months' sight				
Bank, at 4 months' sight				
SOVEREIGNS.				
SHARES.				
Company.	Paid up.	Quotation.		
Banks—				
Hongkong & Shanghai	\$125	121 1/2 at p.m.		
New Oriental	210	210 1/2		
China Bank	\$50	\$50, buyers		
Chinese Sugar	100	\$350		
Chinese Loan '84 '85	\$500	\$500 p.p. prem.		

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

As Agents of the above Company prepared to accept RISKS against Fire and Marine.

RUSSELL
HONGKONG, 2nd May, 1889.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
ESTABLISHED 1870.
HEAD OFFICE, HONGKONG.
CAPITAL TWO MILLION DOLLARS.
PAID-UP CAPITAL.....
RESERVE FUND.....
CLAIMS PAID.....
BONUSES PAID.....
RISKS accepted at CURRENT PREMIUMS.

JAS. B. COUGHER
Secretary.
Hongkong, 12th March, 1889.

FIRE INSURANCE.

FURTHER REDUCTION IN RATES.

THE ROYAL INSURANCE CO.
Now accepts GOWDOWS and other Class Risks at 1 per cent. per annum.
The total Accumulated Funds of policy exceed £2,000,000 sterling.
Apply to

MELCHERS
Agents.
Hongkong, 20th June, 1889.

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.
LIM SIK SANG, Esq.
KAN HUP ECK, Esq. YOW CHONG T. CHAN LI CHOT Esq. Q. HOI CHUNG.

THE COMPANY GRANTS POLICY MARINE RISKS to all parts of the globe at the very low rates of 1 per cent. payable at the Agents.

Contributory Dividends are payable to all Shareholders of Business, whether or not.

WOO LIN Y
Secretary.

HEAD OFFICE.
No. 2, Queen's Road West,
HONGKONG, 14th March, 1881.

THE NORTH GERMAN FIRE & MARINE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company to GRANT INSURANCE against FIRE and MARINE RISKS at the lowest rates.

DUNN, MELBYE
Hongkong, 16th February, 1889.

NOTICE.

THE ROYAL FIRE INSURANCE CO.

INTIMATIONS
YEE HEE UG COAL MERCHANT
has always on hand
LARGE STOCKS OF EVERY
CATION OF COAL
Address—TAN JIN LAY
No. 68 PRAYA
FOR SALE.
JULES MUMM
CHAMPAGNE, Qls \$20 & 25
Ducos FRANCE
BORDEAUX CLARET
AND
WHITE WINES.
CHAU, LEONARD, at \$25 per C
CHAU, MARGAUK, at \$25 per C
BAKSTER'S "BARKLEY B"
(Celebrated 7 years) Old 1 Whisky
at \$2.50 per Case of 12
GIBB LAY & CO
Hongkong, 10th November, 1888.
THE LATE STORMS
THE STORM PAMPHLET
reprinted and can be had for
Cash from
Messrs. KELLY & WALSH,
Mr. DEWESE,
"DAILY PRESS" Office,
Hongkong, 17th June 1889.
LEUCHS TRADE LIST
COUNTRIES IN 36 VOLUMES
— NOW READY —
The New Editions of ENGLAND,
TIBET, Vol. 17. SCOTLAND, I.
TENNISSEE, Vol. 18.
WALF'S, and European Trade
AMERICA, North, South, C.
West Indies, Vol. 30.
THE LATE PRESS.
COLONIAL DIRECTORY of the
Colonies and Australasia, containing the
States, and the Independent E
Nations, Vol. 23.
RUSSIA, and POLAND, Vol. 2
Vol. 26, and other volumes
C. LEUCHS & CO.
17, BARRETT'S GROVE, LONDON
ESTABLISHED 1794.
(WRITE FOR PRICE LIST.)
GOOD AGENTS WANTED
MAN LOONG, of CANTON, has
been sent for SALE BEST PIG
MEAT, 80y. C. Price moderate.
The undersigned is also entrusted
Sale of PRESERVES, &c., of CH
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MAN LOO
Canton
PORTLAND CEMENT
J. B. WHITE & CO.
SOLE AGENTS FOR CHINA

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20th June.
Four days and three delicious rains during the
three days and three rains would have any other
of millet and peas will be saved, although
rather late for the barley which, according
reports generally, is only yielding half its
normal crop. The rice, however, has not yet
been relieved by the time saving, and the
it altogether to the supplies from the opiat.
There will always be more or less distress
the peas which, like Manchuria, where the
crops are principally rice, and the surplus
of the empire, and thousands of souls can be
distributed and may go on being required as
there are supplies, but the Chinese Gov-
ernment has been unable to find the way of
employment for the labouring class, and
now there is a very anxious feeling re-
garding Russian intentions in the extreme
north where there have been large de-
marches to work upon the Chinese, and
Siam. enormous gains landed here have
been lost to the Arsenal at Kirin together with great
quantities of machinery and stores of all kinds.
The peasantry are not able to carry the
he made were hard enough for the Chinese,
then it would take twenty-five days, to
their destination, and the goods would
be ruined. It would be improved by the mode
of travelling. When circumstances will permit
the Chinese till after it has been made.
the, or any part of it, would be impracticable.
The new railways to transport troops, and
material, and for want of iron roads, villages are
in man-of-war. Any number of colli-
eries are employed for about three teals a month.
The places for labour in China, and millions
of working people are not employed, and
starvation. In fact there must be
greater reasons for advocating railway build-
ing what new work in the province of Hun-
an, and the Government the advantages of
the railway to the Government, and the
people, the traffic it produce is very great,
could be enormously increased the moment
the railways became reasonable in price. Wheat,
rice, and other crops, because such quantities
in the north and other parts of the Empire
are practically wasted. With railway there is no
difficulty. With a railway, enough food
could be sent to famine-stricken districts
to save half the peasantry that had to be paid, and
it could be found that it would enrich the
own, send the surplus to the capital, and
for consistent and salutary. With a bread-
stuffs of splendid agriculture and soil.
and Mr. Holland are being lured on their
own, and their reports will be surely be
the Army. As a British Consul, it is an
that Mr. Holland is not second to any
supply and will be looked after the
the Government, and the Chinese to come with
attestation which two years' residence has
determine has not diminished, for it has made
thoroughly appreciated. We cannot afford
to neglect the interests of the Chinese, and
can only wish that Mr. and Mrs. Holland
somewhere they may go.—N. O. Daily
Correspondent.

the Company. What they have undertaken to do is well within the compass of their means for the present time, and is fairly equal to all the other business of the Company. It is not altogether in this particular to pursue a cautious rather than an active and aggressive policy, and we do not determine upon building a new vessel at present, although it is not unlikely that there is really a need for her service, and that she will be employed in a remunerative and satisfactory way. The *Choyang*, which went out last year, served to take the place of the *Leechong*, and the *Choyang* is a fine vessel, and the facilities for trade were required, and this year have been endeavored to meet, as explained above. The trade on the Coast of China, and especially as it is steadily and gradually developing, is a very important business, and this improvement will continue in the future, and we may confidently look for a development and increase of business with the coast. The arrangements we have made notwithstanding the arrangements we have made on the coast, there is still a great deal of competition to encounter; but during the year 1900 a general improvement in shipping has been seen so far as the coast of China is concerned, and larger tonnage in so many different directions that this difficulty has been less marked perhaps in this year, so far as the coast of China is concerned, and we are glad to see it must, however, be prepared for the contingencies of a weaker trade and shipping not actively encouraged will still experience an increase of competition upon our special lines, with a consequent requirement of larger tonnage. It is made clear so far as the coast of China is concerned there is no particular change in the nature of the competition that we experience, which is not done actively at the hands of mail steamers, and the competition is not particularly increased. The great deal of freight which was done by the regular lines trading between Calcutta and China. Regarding the accounts, which have been presented to you, there is not very much to be said, except that the accounts explain the necessity for the purpose. The capital and the surplus remains the same as before, and there still, as you are aware, an issue of shares, and the accounts are not more favorable for the operation. The accounts for the year, after being diminished by the loss of the *Leechong*, amounts to £22,454 16s. 10d. On the other side of the account, by the way in which the *Leechong* was lost, we can give you a little to see the large amount that has been written off for depreciation upon the *Leechong* since the commencement of the Company's operations, and that this requires the constant replenishment of the bond, and the loss of the *Leechong* to maintain at least the same rate of return that we have commenced with. The debit balance in China were larger on Dec 31 last than on Dec 31, 1900, and the accounts are not in balance, and the receipts of the company which are accumulated. That amount, however, has since been very materially diminished by remittances from the coast of China, and we shall be able to meet all claims both for dividends and for the meeting of the new steamer. The freight account, which at one time gave a good deal of trouble, owing to the large amounts outstanding on the coast of China, has been cleared up very much this year, and there is no serious matter outstanding on that account, and what was outstanding on December 31st, has since been collected. The revenue account, the report of the

[illegible][illegible]

THE UNDERWRITING COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT against FIRE at Current Rates.

NORTON & CO.
Agents
Hongkong 16th July, 1887.

HANSALANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents
Hongkong, 16th November, 1872.

PHOENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LEPRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887.

FIRE INSURANCE COMPANY, OF HAMBURG.
The Undersigned Having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.
Agents.
Hongkong, 1st July, 1879.

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.
The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BRÖCKELMANN & CO.
Agents.
Hongkong, 1st July, 1879.

THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.
The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BRÖCKELMANN & CO.
Agents.
Hongkong, 1st July, 1879.

MANHHEIM REINSURANCE COMPANY IN MANHHEIM.
The Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

REUTER, BRÖCKELMANN & CO.
Agents.
Hongkong, 1st July, 1879.

HONGKONG HIGH LEVEL TIMEWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 to 3 p.m. every quarter of an hour.
4 to 8 p.m. every quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 p.m.

Hongkong, 11th April, 1888.

MAILS EXPECTED

THE GERMAN MAIL.
The N. D. L. steamer *Dresden*, German mail, dated Berlin, 11th Singapore on the 6th, and is due here 11th instants.

THE FRENCH MAIL.
The M. N. steamer *Saghalien*, with French mail, left Singapore at 8 p.m. 9th, and is due here on the 16th inst.

THE AMERICAN MAIL.
The P. M. steamer City of Sydney American mail of the 20th ultimo, leaves here on the 10th, and may be expected about the 16th instants.

THE CANADIAN MAIL.
The C. P. steamer *Parthia*, with the mail of the 28th June, left Vancouver afternoon of that date, and is due here about the 27th inst.

STEAMERS EXPECTED.
The E. & A. steamer *Calthorpe* from Darwin on the 30th inst., and is due here about the 10th inst.

The China Mutual steamer *Osaka* is here on the night of the 5th, and is due the 11th inst.

The P. & O. Extra steamer *Hong Kong* Singapore at 8 a.m. on the 7th, and is due the 12th inst.

The P. & O. steamer *Thames* Singapore at 4 p.m. on the 6th, and is due on the 12th inst.

The Shire Line steamer *Cornwallis* Singapore on the 6th, and is due here on instant.

The Glen Line steamer *Glenary* left Singapore on the 7th, and is due here on instant.

The E. & A. steamer *Tamandoo* left Singapore on the 28th inst., and is due here on the 14th instants.

The O. & S. Co. steamer *Adriatic* Singapore on the 9th, and is due here 15th inst.

POST-OFFICE NOTICE

So The authorities said of Mails in connection with this paper is the one twice each day in our Extra, which is corrected to a much later hour than the below.

A MAIL WILL CLOSE.
For Straits, Colombo, Bombay, and Penang, to-day, the 10th inst., 4 p.m.
For Amoy and Macao, to-day, the 10th inst., at 3.30 p.m.
For Shanghai, Pen Ang, to-day,

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SUMMARY OF THE
"KWANG-PAO."

8th July.

alluding to the excellence and superiority of the British Navy the leading article exposes nature of the reinforcements which are completed.

The municipal temple, the pedlar case bustle and noise that a petition has been sent to the Prefect asking him to give for the clearance of the mercenary crowd the more compact.

Another kangaroo was apprehended for endeavouring to get on board the Hongkong when several coils whom he intended to abroad. The man was taken before the justices and found guilty.

On the southern gate another piece of was taken over by the Government for erection of a titling station.

Another proof of the efficacy of the bamboo fence. A thief is arrested and during the twenty fates to admit his guilt. The are then ordered to administer thirty with the prompt refusal of a full confession, one quarter of the city four men willing together, came to a spot where lay a body of a woman: These four friends its removal, and while the body was being away it was discovered that it was that of a n. The neighbours have therefore been led to order to anticipate any trouble.

Shanté robberies prevail on board the junks at anchor, and the robbers, who seem to be the worst stamp of men, without the least have stabbed and killed those who have any opposition. The military have taken after up, and three men have been arrested, and have been sent to the Magistrate for punishment.

[illegible]

the minor losses are equally satisfactory. The directors are not in a position to make any exchange, owing to the steady depreciation in silver. Well, we hope that may have changed about the bottom now, although it is still difficult to say when a bottom is reached, and the value of that metal. But, as I refer to the value, as I have said, that it has been, roughly-estimated, and that future years will see a diminution in its value, I think, therefore, that the directors, which is always a serious question, and upon which I think gentlemen should be careful, all the information that I have to offer you, in all my explanations are required by any increase I shall be very happy to give them. I have no objection to the directors' resolution, I mean, the first resolution, that I have proposed, is, "That the report of the directors of the company for the year 1888, as presented be approved." I have no objection to the directors' observations being offered by any of the shareholders. Mr. MONTGOMERY seconded the resolution, which was put, and carried unanimously. The directors then proposed that a dividend of 7½ per cent. on the shares be recommended. In the report, he is, and hereby, declared, to be made payable on June 13th. Mr. STEEL seconded the resolution, and the resolution was adopted unanimously.

The CHAIRMAN then proposed the re-election of his retiring director, Mr. W. S. STEEL, who, he said, had given very valuable assistance to the directors, and he thought it would be better to then give him (Mr. STEEL) a further term of office. Mr. RYAN seconded, and the resolution was carried.

The CHAIRMAN then, briefly, thanked the shareholders for their attendance.

In the proposal of Mr. T. D. MONROE, seconded by Mr. T. J. JOSE, Messrs. TROMBARD, YOUNG and HARRIS, and sundry others, were then put, and carried unanimously.

Mr. J. B. BURNETT then gave a vote of thanks to Mr. CHAIRMAN, which was seconded by Mr. HARRIS, and carried with applause.

Mr. CHAIRMAN briefly acknowledged the compliments, and the meeting terminated.

Mr. CHAIRMAN proposed that the meeting be adjourned for one year, to the 1st of January, 1889.

The year 1888 was interesting in Russia. During the year, very large numbers of patients were treated in the military hospitals, half of whom were suffering from the disease. The first prevalence occurred in the month of June, and the epidemic spread from the Ukraine.

[illegible][illegible]

4 to 8 p.m. every quarter of an
9, 10, 10.30, and 11 p.m.
Special Cards are obtained on applica-
to the SUPERINTENDENT.
Single Tickets are sold in the Cars;
Cent Coupons and Reduced Tickets
Office.

MACLEWEN, FRICKEL &
General Managers.
Hongkong, 1st May, 1884.

FOR SALE.

CHAS. S. HEID & CO.
CHAMPAGNE, 1880 White Star
\$25.00 per case of 1 dozen bottles
\$25.00 per case of 3 dozen bottles.
PAUL DUBOIS & Co.
CLARET, 1880 White Star
\$25.00 per case of 1 dozen bottles
CLARET, CHATEAU LAROSE
\$15.00 per case of 1 dozen bottles
\$15.00 per case of 3 dozen bottles.
POMET, CANTY
\$6.50 per case of 1 dozen bottles
PALMER MARGAUX
\$8.50 per case of 1 dozen bottles
\$8.50 per case of 3 dozen bottles.
LORMONT
\$5.00 per case of 1 dozen bottles
\$5.00 per case of 3 dozen bottles.
JAN WALKER & SONS
OLD HOLLAND BRAND WHISKY
\$5.00 per case of 1 dozen bottles
ALSO.
OUTLER PALMER & CO.
WINES AND SPIRITS.
SIEMSEN &
Hongkong, 1st January, 1884.

ANGLO. PHOTOGRAPH
Has just added to his COLLECT
of VIEWS some NEW-SCENES and Ph
of WATER SCENES, especially which are obtain
in his Studio or on the spot. Also a
I VORY MINUTARS of Superior Quality
of Engraving and High Finish. PRIMA
Reproduction of the French and Vienn
Illustrations of the same on Paper. Carve
Opal.

INSTANTANEOUS VIEWS, GROUTS and
Plates are taken in any state of the wea
and all Permanent Processes, are executed
Noblest Terms.

hour day, the 10th inst., at 3.30 p.m.
For Straits Settlements.—*Per Dutch*
Prinses, the 13th inst., at 3.30 p.m.
For Saigon.—*Per Nieuwburg,* on
the 14th inst., at 4.30 p.m.

For Straits and Calcutta.—*Per Wai-*
on Sea Ship, the 10th inst., at 3.30 p.m.

For Straits, Colombo, and Bombay
Lombardy, on Monday, the 15th inst.,
p.m.

For Nagasaki, Kobe, and Yokohama
Yerona, on Monday, the 16th inst., at
p.m.

For Port Darwin, Thursday Island, Co-
townsville, Brisbane, Sydney, Melbourne,
Adelaide.—*Per Cutterhorn,* on Thurs-
day, the 16th inst., at 3.30 p.m.

MAILS BY THE FRENCH PACIFIC

The French Contract Packet, after it
be despatched on THURSDAY, the 13th
inst., will take to the United Kingdom,
and places beyond, via Suez, Aden, and
Straits Settlements, Batavia, Borneo,
Madras, the Australian Colonies, Ade-
laid, Cape, Egypt, Malta, and Gibraltar.
The usual hours will be observed in
the Mails, &c.

The Post Office declines all responsibility
for unregistered letters containing Bank
Notes or Jewellery, which, if lost, cannot
be negotiated, will make no enquiry
alleged losses of such covers.

N O T R E S P O N S I B L E F O R D E T A I L S .

Neither the CAPTAIN, the MATROSSES,
OWNERS, will be RESPONSIBLE FOR DEBTS
contracted by the Officers or others in
of the following Vessels during their
voyage to Hongkong—

Alexander, East ship, Dublin.—Order
ABAR, Nor. br. Orizaba.—Order
BERNAT, Brit. str. Bouillier.—Gibt. L.
ton & Co.

Cornwallis, East ship, Singapore.—Order
DOROTHEA, Ger. str. Hagen.—Order
JOHNSTON, Amr. ship, Rogers.—Butcher
Swire.

FROTHBERT, British str. Hasleay.—A-
mer. ship, Boston.—Order

SOUTHERN CROSS, Amr. ship, Bal-

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11-11-1964

STUDIO CITY HOUSE CASE

VIGILANT, Amr. ship (Herald-Exeter)

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NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship.

WINGSANG.

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Cargo remaining undelivered after the 15th inst. will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 22nd inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 8th July, 1890. [1489]

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO'S S.S. "MENECLAUS," FROM LIVERPOOL.

Shipping Orders must be obtained from the Undersigned not later than the 14th inst. for shipment per steamer "ACHILLES," BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1491]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "MENECLAUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Goods undelivered after the 15th inst. will be subject to rent. All damaged Goods must be left in the Godown, where they will be examined at 11 a.m. 15th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1491]

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO'S S.S. "ANTENOR," FROM LIVERPOOL.

Shipping Orders must be obtained from the Undersigned not later than the 14th inst. for shipment per steamer "ACHILLES," BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1492]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANTENOR."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

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Hongkong, 8th July, 1890. [1492]

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Hongkong, 8th July, 1890. [1493]

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1493]

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Hongkong, 8th July, 1890. [1494]

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1494]

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Hongkong, 8th July, 1890. [1495]

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1495]

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Hongkong, 8th July, 1890. [1496]

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1496]

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Hongkong, 8th July, 1890. [1497]

OCEAN STEAMSHIP COMPANY.

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1497]

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Hongkong, 8th July, 1890. [1498]

OCEAN STEAMSHIP COMPANY.

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1498]

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Hongkong, 8th July, 1890. [1499]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANTENOR."

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1499]

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO'S S.S. "ANTENOR," FROM LIVERPOOL.

Shipping Orders must be obtained from the Undersigned not later than the 14th inst. for shipment per steamer "ACHILLES," BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1500]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANTENOR."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Goods undelivered after the 15th inst. will be subject to rent. All damaged Goods must be left in the Godown, where they will be examined at 11 a.m. 15th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1500]

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO'S S.S. "ANTENOR," FROM LIVERPOOL.

Shipping Orders must be obtained from the Undersigned not later than the 14th inst. for shipment per steamer "ACHILLES," BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1890. [1501]

OCEAN STEAMSHIP COMPANY.

VESSELS ON THE BEATH.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODDEIDAH, MAS-SADA, SUAKIM, YEDDAH, SUZ, PORT SAID, BRINDISI, TRIESTE, & VENICE.

Trading Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT & ADRIATIC PORTS.

THE Company's Steamship.

"BERENICE."

Captain Trotter, will be despatched at above TO-DAY, the 10th inst., at NOON.

For further information as to Passages and Freight, apply to D. SASSOON & Co., Agents.

Hongkong, 1st July, 1890. [1489]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship.

"ZAFIRO."

Captain de Casin, will be despatched for the above Ports TO-DAY, the 10th inst., at FOUR P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 8th July, 1890. [1497]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the Isthmus Sea.)

THE Company's Steamship.

"GENERAL WERDER."

Captain M. Riebel, will leave for the above Ports on or about the 12th inst.

For Further Particulars, apply to MELOERS & Co., Agents.

Hongkong, 8th July, 1890. [1497]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship.

"WINGSANG."

Captain St. Croix, will be despatched at above on SATURDAY, the 13th inst., at THREE P.M.

This steamer has superior first class accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th July, 1890. [1498]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA, VIA INLAND SEA.

THE Steamship.

"CARMARTHENSIRE."

Captain Clark, will be despatched for the above Ports on or about the 13th inst.

This steamer has superior Passenger Accommodation.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 8th July, 1890. [1498]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the Isthmus Sea.)

THE P. & O. S. N. Co's Steamship.

"VERONA."

will leave for the above places on TUESDAY, the 16th inst., at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 8th July, 1890. [1498]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship.

"KAIFONG."

Captain Giles, will be despatched at above on THURSDAY, the 18th inst., at FOUR P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1890. [1492]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND Ports, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"CATTERTHUR."

Captain Dark, will be despatched for the above Ports on THURSDAY, the 18th inst., at FOUR P.M.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, 8th July, 1890. [1492]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship.

"DRESDEN."

Captain W. V. Schumann, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, 8th July, 1890. [1492]

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Havre, E.S.S. Co's, and from Bordeaux, Ex S.S. Cargo, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed at their risk into the Godowns of the Company's Godowns, at Bowring, whence delivery may be obtained immediately after landing.

Options of Cargo will be forwarded on unless intimation is received from the Consignees before 1 P.M. TO-DAY (WEDNESDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after WEDNESDAY, the 10th inst., at Noon, will be subject to rent, and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 12th inst. (FRIDAY), or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst. will be subject to rent.

Bills of Lading will be countersigned by D. SASSOON & Co., Agents.

Hongkong, 3rd July, 1890. [1489]

FROM ANTWERP.

THE Steamship.

"GROWN OF AERAGON."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Cargo remaining undelivered after the 18th inst. will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 20th inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 8th July, 1890. [1495]

TUTION IN FRENCH.

MELLE MAILLARD begs to intimate that she will give Lessons in French, Grammar, Conversation, & Literary Terms, on Application at 3 West Terrace, Hongkong, 1st April, 1890.

Hongkong, 1st April, 1890.

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Hongkong, 1st April, 1890.

VESSELS ADVERTISED AS LOADING.

DESTINATION.

VESSEL'S NAME.

CAPTAIN.

AT.

FOR FREIGHT APPLY TO.

TO BE DESPATCHED.

On 18th July, at Noon.

On 18th inst., at Noon.